

Destination	Intended Dispatch
Hankow	Early
Shanghai	Early
London	Early
New York	Early
London	Early
Tientsin	Early
New York	Early
Galle	Early

THE HONGKONG MAIL AND SHIPPING LIST.
PUBLISHED EVERY EVENING, AND WITH WHICH IS INCORPORATED THE "HONGKONG EVENING MAIL AND SHIPPING LIST."

Price, \$24 PER ANNUM.

Vol. XXV. No. 1957. 號五十九月九年九十六百八千一英 HONGKONG, WEDNESDAY, 15TH SEPTEMBER, 1869. 日十初月八年巳已治局

THE TREATY PORTS

China and Japan.

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New Advertisements

MAGAS&KI PATENT SLIP.
THIS SLIP is now available for docking
Ships, Boats, Piers, and under, and the
work connected therewith, also in
the SHIPWRIGHTS, JOINERS, BOAT-
BUILDERS, SPAR-MAKERS, and gen-
eral departments is under experienced and gen-
erous Superintendence. The SLIP has
been most substantially constructed, in a
perfectly land-locked and secure position,
and has been pronounced by competent au-
thority as equal to any existing works of
the kind.
Charge, for three days use of the Slip,
One Dollar per ton, and all labour, mate-
rial, &c., supplied on moderate terms. For
further information, apply to

GLOVER & Co.,
Nagasaki, Japan, *Managers.*
my21-70

OCCIDENTAL HOTEL,
SAN FRANCISCO

CALIFORNIA

THE Occidental Hotel having been recently improved and refurnished, is now in complete order in all its appointments.

Travellers will find the Accommodations of this well known Hotel equal to those of the best Hotels of the Eastern States and Europe.

Hongkong, April 13, 1869.

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the best Hotels of the Eastern States and
Europe.
Hongkong, April 13, 1869. col13

LATEST SHIPPING.

Sept. 14, *Siamen Crown*, Siam. ship, 655,
Louis, Bangkok, Aug. 28, General.—Chi-
nese.
Sept. 18, *Douglas*, British steamer, 616,
Toppiu, Foochow, Tamsui, Amoy and Swa-
tow, September 9, 12, 13 and 14, General.—
DOUGLAS, LAFRAIK & Co.

CLEARED.
Jan Peter, for Yokohama.
Irene, for Tientsin.
Jourdain, for Macao.
Isabelita y 6 Hermanos, for Manila.
Oregonian, for Shanghai.
New Granada, for Tientsin.

PASSENGERS.
ARRIVED.—Per *Douglas*, Messrs Hen-
stia, Agis, Padre Fernando Saing, 9 Euro-
pean and 80 Chinese.
Per Mail steamer *Behar* :—
First Class.—For Marseilles.—Mr and

Mrs Wood, Messrs L. Howard, Chas. W. F. Crawford, Man, and E. Chambard. For Southampton,—Captains J. W. Reed, R.N., Stokes, R.N., Messrs W. Ruckonke, Gracie, G. Johnson. For Sydney,—Mr Gregory. For Madras,—Mr H. St. A. Goodrich. For Calcutta,—Mr Adams. For Point de Galle,—Mr C. E. H. Symonds.

Second Class.—For Marseilles,—Messrs G. S. S. Santos Cruz, Jose M. Fant, A. J. del Rio, M. Vidal, E. Rodriguez. For Gibraltar,—Messrs J. Loren, S. Barrero. For Southampton,—Mr Thos. Ramsbotham, R.M.L.I. and servant, Capt. Reed, and one European deck, and for Aden,—5 Chinese.

SHIPPING REPORTS.
The British steamer *Douglas*, Captain Toppiu, from Coast, experienced moderate N.E. wind and fine weather as far as Swatow, from thence light S.W. wind and fine weather; passed the steamer *Kuang Tung* off Rees Islands on the 13th bound up. A

CARGOES.
Cargo per Mail steamer Behar:—
For London 1,551, bales Silk, for Mar-
seilles 365 bales Silk, and 74 bales Cocoon:

to Bombay 100 bales and 400 cases Silk.
Treasure for Bombay, about 5 lakhs.

POST-OFFICE NOTIFICATIONS.
MAILS WILL CLOSE:—
For SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.—
Per "OREGONIAN" on Thursday, the

16th Instant, at 8 30 A.M.
For MANILA.—
Per "PRIMA," To-morrow, the 10th
Instant, at 1 30 P.M.
For SWATOW, AMOY & FOCHOW.—
Per "CADIZ," on Friday, the 17th
Instant, at 12 30 P.M.
For SWATOW, AMOY & FOCHOW.—

Per "YESSO," on Friday, the 17th Instant, at 1.30 p.m.
For SHANGHAI.—
Per Messageries Impériales steamer "LABOURDONNAIS," at 7 a.m.,
To-morrow, the 18th Inst.
For SHANGHAI.—

TO-morrow, the 16th instant, instead of at the time previously notified.

UNDER DESPATCH.

For Shanghai, Nagasaki, Hiogo and Yokohama.—Per *Oregonian*, on Thursday.

For Manila.—Per *Prim*, at 2 p.m., to-morrow, the 16th inst.
For Swatow, Amoy and Foochow.—Per *Cadiz*, on Friday, the 17th inst., at 1 p.m.
For Swatow, Amoy and Foochow.—Per *Yesso*, at 2 p.m. on Friday, the 17th inst.

For Shanghai.—Per *Labourdonnais*, at 8 a.m. to-morrow, the 16th inst.
For Shanghai.—Per *Rona*, at 5 p.m. to-morrow, the 16th inst.

QUOTATIONS
HONGKONG, 15th September, 1869.

OPPIUM.—Patna, New, ...	\$565
Old, ...	542½
Benares, New, ...	553½
Old, ...	541
Malwa, ...	670
Persian, ...	565, nom.
COTTON.—BOMBAY, ...	18 a 24
Calcutta, ...	17 a 22

Exchange.	
Bank, 6 months' sight, ...	4/8
Credita, 6 " " " " " "	4/8½
On Calcutta, 3 days' sight, Rs. ...	226½
" Bombay, 3 days' sight, Rs. ...	226½
" Shanghai, 3 days' sight, Bank, Tls. 75½	
Bar Silver, 17 dwts. B., ...	7. nom.

Yocco,	4 1/2
Mexicans,
Gold Leaf, 999 touch,	23.35
Gold Bar, 98 touch,	22 00 \approx 23.20
English Sovereigns,	4.63
Australian Sovereigns,	4.63
Discount,	8 \approx 10
Gas Company Shares	

L. & W. poa Dock, Old,	18 p. c. disc.
L. & S. Bank Shares, Old,	29 % prem.
Do. do. New,	15 p. c. pre.
Union Dock	40 p. c. dis.

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Advertisements.

AKI PATENT SLIP.
Now available for docking
200 Tons capacity, and all
lights, joiners, boats,
SPAR-MAKERS, and
is under experienced
attendance. The SLIP has
been recently constructed, in a
locked and secure position,
surrounded by competent
men to any existing works of

three days use of the Slip,
ton, and all labour, main-
tened on moderate terms. For
particulars, apply to
GLOVER & Co.

77 Montgomery
Street, N.Y.

ITAL HOTEL,
FRANCISCO, CALIFORNIA.

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novated and furnished in
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of the Eastern States and

April 13, 1869.

ST SHIPPING.

ARRIVALS.
From Oahu, ship, 685,
Aug. 28, General, Oahu.
From Oahu, ship, 616,
Tamsu, Aug. 28, General,
Aug. 12, 13 and 14, General,
Aug. 12, 13 and 14, General,
Aug. 12, 13 and 14, General.

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Temperature.

HONGKONG, 15th September, 1869.	
(Taken at Messrs Paterson & Co's Premises, Queen's Road.)	
Thermometer, 9 A.M., Dry.	85
Do, Do, Wet.	77
Do, 4 P.M., Dry.	86
Do, Do, Wet.	79
Self-registering Maximum.	87
Do, Minimum, night.	81
Barometer, 9 A.M.	29.900
Do, 4 P.M.	29.880

THE CHINA MAIL.

HONGKONG, WEDNESDAY, SEPT. 15, 1869.

THE WESTERN CHINA ROUTE.

Considering the vivid interest exhibited in the "Western China Route" by the Chambers of Commerce and Members of Parliament, and the press at home, it is more than remarkable that the Hongkong Chamber should have so long remained in a state of indifference to the matter. Even Shanghai, far less likely to reap the benefits of such a route being practicable, and Hankow, with still less pretensions to be considered the headquarters of British influence out here, has yet to the blind members who have united by the bond of a corporate designation, might for all practical purposes be comfortably dead and buried. Sir Richard MacDonnell, on the last anniversary of the patron saint who drove the frogs out of Ireland, told the Chamber some hard truths which for a few weeks seemed almost to have stirred its lifeless limbs into activity. But this energy soon subsided, and the Chamber is now an empty Chamber, and nothing more.

We are not so much expressing an opinion upon the value of the survey hitherto made or upon the practicability and possibly profitable results of adopting them as a basis for action, as giving publicity to the wonder which universally exists that the Chamber can find no time for discussing the schemes proposed and promulgated for or against them. It is possible that the idea is chimerical. But if so, the more need for action. It cannot be urged that "it is beyond the province" of the Hongkong Chamber of Commerce to discuss a question which may powerfully affect the China trade. More than that, the mere fact that the Liverpool and Manchester Chambers of Commerce have discussed the proposed routes would be justification for the Hongkong Chamber doing likewise. To neglect doing so is in our opinion to abdicate the just position which the Chamber might assume if it pleased.

There is no question here about "scope" and "object." The matter to be discussed appeals to every trader, every firm in this Colony. "Will it be to the interests of Hongkong, now the depot of the China trade, to see a new land route opened to Canton or Hankow, so that a large proportion of the merchandise hitherto ship-borne shall in future enter China overland?" This is the question to be answered or at least discussed. But it would appear that such a question is of no interest for our merchants, our ship-captains or our residents generally. We can scarcely wonder that Hongkong representations are treated with contempt when we find that simple business prevents a question of real interest being discussed. "What will they say in England?" is a powerless query in Hongkong. *Après moi le déluge* is our sole rule of life! But the deluge may come before we are clear of the island.

THE PAY OF MILITARY OFFICERS.

We notice with much pleasure that Colonel North has been drawing the attention of Parliament to the very inadequate rate of pay given to military officers stationed in this Colony and Japan. Unfortunately the issue raised seems rather to be between the different scales adopted at Yokohama and Hongkong than between Hongkong and Home. That these here receive better pay than their brother officers in Japan does not in the least affect the question of whether in the former are well or ill paid. Mr. Stansfield, who was evidently "chaffing" hon. members, remarked upon the "generous and liberal" scale of pay, and allowed to officers in this Colony. But he omitted to state that they were less than those given to officers serving in the East Indies; and that what might be a "generous" scale at home rates might be anything but generous in a Colony where double prices prevailed. Even those who took the part of the officers stationed out here—Colonel North, General Herbert, and Sir J. Lubbock—seemed unable to do more than allude vaguely to "increased expenses," the chief point particularized being chair-hire. Had Colonel North been able to put matters a little more in detail—to explain, for instance, that it was impossible for a married officer to get a house under £100 a year, to buy the common necessities of the toilet, clothes, &c., except at about cent per cent on their cost at home; that even the modest home establishment of servants, cooking, &c., would cost £200 a year, and that the quiet of married men have annually to disburse for native domestics—had the gallant Colonel thus explained the case, he might have made an impression on the House. Facts like these speak powerfully in favour of the complaints made, and we trust that they will eventually receive that attention from the home authorities to which they are entitled.

LOCAL.

We have been informed on authority that there are no "licensed" brothels in Stanton Street, as our article of yesterday would imply. The existence of the nuisance, however, admitted, and for some time efforts have been made to abate it by the authorities. British law, which is almost over-careful of the private rights of householders, is rather an impediment in the way of that vigorous action which obtains in Colonies under other flags.

ARRIVAL OF THE FRENCH MAIL.

The M. I. steamer *Imperatrice*, Captain Macaire, from Suva with dates to the 15th, Aden 22nd, Galle 29th ult., and Singapore 6th inst., bringing the *Marseilles* Mail of 7th ult., arrived this morning.

The following are the latest Telegrams, dated London, to hand:

16th August.—It is said, that the Government intend to offer the Spanish Crown to the King of Portugal. The basis of the Iberian Union will be on the same principle as that between Austria and Hungary.

17th August.—The *Official Gazette* of St. Petersburg announces the appointment of the Khirgiz rebellion. The Bishop of Winchester, (the Rev. Dr. Sumner) has resigned.

22nd August.—The steamer *Agamemnon* has arrived, 69 days from Shanghai. No word of the *Karl King*.

24th August.—A Company has been started in London to lay a light telegraph cable from Ceylon to China and Australia.

The first section to be between Ceylon and Penang.

Galle, August 30th.—The *Messageries* Imperiales steamer *Domest* arrived with the China Mails on the evening of the 28th instant, and leaves this day for Suva.

The *Imperatrice* with Europe Mails to 6th instant came in same day, and will probably sail this evening. The *Messager* from Calcutta, has just anchored in the harbor.

The *Imperatrice* called here for coals on her way from Hongkong to Bombay. She arrived on 28th instant, and left same day. Renter has not been very communicative since last Mail, and the wires have not been working very well, so that we are in consequence almost bare of information. The stoppage of the "Albert Assurance Company" is causing a deal of excitement here, and several indignant letters have appeared in the papers on the subject.

Charters.—Ships are in demand for voyages from the Coast to French ports. The only engagement however that has been reported is the "Annie," (company to Marseilles), 8th.

Exchange.—Banks are selling on London at 6 months sight at 1 1/2 per cent premium. Buying 6 months sight at 1 1/2 per cent discount. Buying Calcutta on demand at 1 1/2.

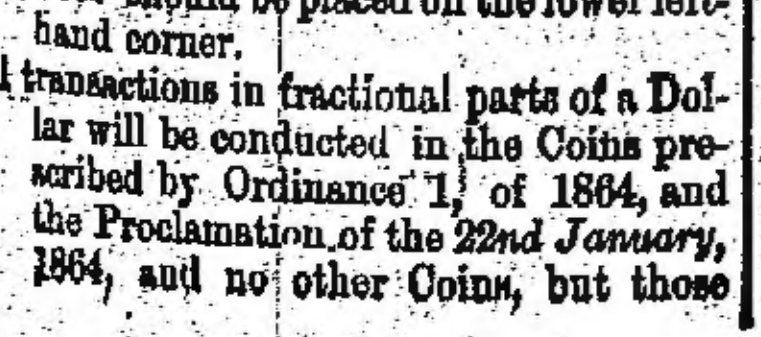
Buying Hongkong on demand at 4s 4d. Buying Shanghai on demand at 5s 9d.

Bombay, 30th August.—The *Commodore* Perry, from Shields with a full cargo of Coals, arrived Saturday night on fire, which had been burning for six days. Finding it impossible to extinguish the fire, the vessel was towed across the harbour, run ashore, and scuttled. She was burning in every part last (Sunday) night. The Steward of the ship was killed by an explosion.

Calcutta, 17th August.—Mr Swinhoe has resigned the Chairmanship and his seat on the Board of Directors of the Insurance Company. Mr Manojee Rastogi has been appointed member of the Board instead. General Shrubrick has been appointed to the command of the Hyderabad Subsidiary Force. We see the announcement of the death, from Cholera, of Mr W. M. Hime, Garrison Chaplain, at Jinnah.

Calcutta, 24th August.—Exchange on London 1 1/4 to 1 1/2. Exchange on China 3 1/4 to 3 1/2. Exchange on India 1 1/4 to 1 1/2. Exchange on Japan 1 1/4 to 1 1/2. Exchange on Hongkong 1 1/4 to 1 1/2. Exchange on Shanghai 1 1/4 to 1 1/2. Exchange on Bombay 1 1/4 to 1 1/2. Exchange on Calcutta 1 1/4 to 1 1/2. Exchange on Madras 1 1/4 to 1 1/2. Exchange on Rangoon 1 1/4 to 1 1/2. Exchange on Singapore 1 1/4 to 1 1/2. Exchange on Penang 1 1/4 to 1 1/2. Exchange on Suva 1 1/4 to 1 1/2. Exchange on Hongkong 1 1/4 to 1 1/2. Exchange on Shanghai 1 1/4 to 1 1/2. Exchange on Bombay 1 1/4 to 1 1/2. Exchange on Calcutta 1 1/4 to 1 1/2. Exchange on Madras 1 1/4 to 1 1/2. Exchange on Rangoon 1 1/4 to 1 1/2. Exchange on Singapore 1 1/4 to 1 1/2. Exchange on Penang 1 1/4 to 1 1/2. Exchange on Suva 1 1/4 to 1 1/2. Exchange on Hongkong 1 1/4 to 1 1/2. Exchange on Shanghai 1 1/4 to 1 1/2. Exchange on Bombay 1 1/4 to 1 1/2. Exchange on Calcutta 1 1/4 to 1 1/2. Exchange on Madras 1 1/4 to 1 1/2. 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